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BOILER EXPLODED; SEVEN ARE DEAD

German Steamer Nearly Lost Near Cape Hatteras.

ENGINEER BLOWN TO PIECES

Vessel's Deck Superstructure a Mass of Wreckage.

FUNNEL TORN FROM ITS BASE

The Valdivia Limps Into Port Badly Crippled-Crazed by Pain Fireman Leaps Into Sea.

The Hamburg - American line steamer Valdivia, fruit-laden, from the West Indies, came into the port of New York today with her forward decks shattered, her funnel flat upon the deck and the story of a boiler explosion on board last Wednesday morning, which caused the instant death of seven members of the crew and the serious injury of another. One of the crew, badly scalded and crazed by pain, leaped overboard and was drowned. The dead were buried

Special Dispatch to The Star.

ral ritual.

NEW YORK, February 16 .- The steamship Valdivia of the Hamburg-American's Atlas line came into port today with her smokestack down, her entire deck superstructure amidships a mass of wreckage and a casualty list of seven killed and three injured in an explosion of the boiler of the donkey engine, at sea on Wednesday last. The ship carried but one passenger who escaped unhurt.

at sea, the captain reading the fune-

The names of the dead are: G. Steinhagen, second engineer.

O. Selchow, oiler.

W. Hanna, trimmer.

P. Dytho, storekeeper.

W. P. Simons, mess man. W. Dietrich, stewardess.

Crazed by Pain.

The most seriously injured is Carl Gruner, a fireman, who was scalded so severely that he became crazed and attempted to jump overboard. He had to be restrained by members of the crew. Another fireman was scalded, and First Officer Heinrich Knickman was bruised and cut by the force of the explosion. Of the three injured, however, Gruner was the only one who had to be carried away in one of the · five ambulances which awaited the docking of the ship. He was taken to the Hudson Street Hospital, and although he is seriously injured it is expected that he will recover.

The explosion occurred when the boar was about 100 miles south of Cape Hatteras. It was caused apparently by the corroding of the joints between the boiler plates. In some places an examination of the remains of the boiler showed today that the plates had been so eaten away by rust that an original thickness of half an inch had been reduced to an eighth. The boiler, which was supposed to bear a steam pressure of ninety pounds, exploded when the gauge showed a pressure of

but thirty-five pounds. The force of the explosion was terrific. Steinhagen, the second engineer, who was making a test of the boiler at the time, was literally blown to pieces. First Officer Knickman, who was standing near the starboard gangway, was blown aft through it and landed, stunned and bleeding, against the door of the cabin, fifteen feet away. All the superstructure of the deck near the donkey engine was smashed into a confused mass, the purser's cabin was staved in, the chart house blown up and the boats on either side of the ship amidships were smashed on their davits so as to be entirely

useless. The Valdivia is one of the ships which the Hamburg-American Line secured when it took over the old Atlas Line's charter and equipment. She plies between New York and South American ports in the fruit trade. She salled from Santa Marta on February 8, touching Inaguay, in Halti, on the way, loaded with 20,000 bunches of bananas. She reached a point about 100 miles south of Cape Hatteras on the morn-

ing of Wednesday last. When the Crash Came.

Steam was being raised in the boiler of the donkey engine, which is situated on deck just aft of the bridge and chart house and forward of the main engine room. Members of the crew and firemen were busy using the engine to lift ashes out of the hold, and two of the crew were nearby painting the bulwarks on the side. Steinhagen was leaning over the boiler letting out the water and watching the steam gauge, which registered about thirty-five pounds.

At 11:15 o'clock the explosion came. It tore the boiler to pieces, hurling great masses of iron and wood in all direction and reducing the engine itself to a tangled mass of wreckage. The purser's cabin, which is on the starboard side, almost amidships, was stove in by an immense chunk of flying steel and the bulkhead crashed in as if built of paper.

Inside was Purser Telser, busy with his books and sitting at his desk, with his back toward the bulkhead. The bulkhead fell in. just missing him, and large splinters of wood flew by him on both sides. By a miracle, however, he escaped without the

Just forward of the donkey engine was the chart house, where Capt. Kruger was getting ready to take the noon observation The walls of the chart house were staved in and the wooden structure was reduced to an almost complete wreck. The chronometer was thrown from its gimbals and lay ticking on the floor, still going, but with its

e Kvening S

No. 16,946.

WASHINGTON, D. C., SATURDAY, FEBRUARY 16, 1907-TWENTY-EIGHT PAGES.

TWO CENTS.

divided as to whom the credit is due for the settlement of the question of excluding the Japanese laborers. Representative Hayes, who is spokesman for the delegation, declares that "the whole thing was framed up before Mayor Schmitz and the school board arrived in Washington," and intimates that "all the glory" should go to the senators and representatives. He says the agreement reached at yesterday's conference will meet with the hearty approval of the people of the Pacific coast states, but insists that this is only a temporary arrangement which must later be followed by a treaty with Japan excluding the coolie laborers.

Representative Kahn said:

Representative Kahn said:
"The people of California owe an everlasting debt of gratitude to Mayor Schmitz
and his associates for what they have ac-

tlement of the problem. We must have a treaty with the Japanese government sup-

Chinese are now kept out. California will be satisfied with nothing less. This tentative agreement will work so long as Japan desires to keep faith and no longer. If the present ministry in Tokio should be forced out of office, another administration might decide to issue present the

forced out of office, another administration might decide to issue passports to Japanese laborers to come direct to the mainland of the United States, and in that event the amendment to the immigration bill would be a dead letter."

Two members of the school board—Lawrence F. Walsh, president, and Thomas F. Boyle—left last night for Baltimore and New York to inspect the public school

New York to inspect the public school buildings in these cities. Mayor Schmitz and the other members of the board will remain in Washington until Monday night, when the American Federation of Labor

will give a reception in Mayor Schmitz's

State Department Waiting.

The State Department is awaiting the dis-

position by Congress of the pending immi-

gration bill before proceeding further with

the consideration of the Japanese exclusion

question. If the bill is enacted into law, an

immediate effort will be made to come to a formal agreement with the Japanese gov-ernment that will ensure the continuance of

the present policy of that government of withholding passports to the United States from Japanese laborers. So far as the pending legislation is concerned, it is stated

that there is every reason to believe that it will be acceptable to the Japanese gov-

ernment; at any rate there has not yet been the faintest sign of disapproval in that

The pending immigration bill, with the

amendment proposed by the State Depart-ment excluding persons without passports

oming from countries which issue such

papers, does not in terms refer to Japan, but is of general application. Therefore there was no occasion, it is said, to formal-y inquire whether or not the Japanese gov-

ernment entertained any objection to it. But as a matter of fact, it may be now

Suggested by Japan.

That reply was taken as a sufficient in-dication of the favorable disposition of the

Japanese government, hence the movement to secure the necessary legislation to con-

trol emigration on the lines suggested. The

desired exclusion of Japanese coolies, there-fore, is to be secured, if at all, as an inci-

dent to the application of the general prin-ciples of the immigration law, which would

become immediately obnoxious if any at-tempt were made to specifically name Japa-

nese laborers, thus making a legal discrimi-

nation against the race.

Relative to the school question, the offi-

cials decline to make any statement for publication, abiding strictly to the terms

of an agreement that was made with the

San Francisco school board at the begin-ning of its conferences with the President

and Secretary Root. It is, however, under-stood that the enactment of the immigra-

tion bill, with the undertaking by the State

Department to do what is necessary to

make the exclusion of Japanese laborers

make the exclusion of Japanese laborers permanent through a formal agreement with Japan, will meet the desires of the members of the board and result in the removal of the restrictions against the admission to the white schools in San Fran-

cisco of Japanese children of tender years.

Attitude of California Courts.

An interesting fact that has developed

in the discussion of the respective rights

of state and nation where treaties are in-

volved is that in at least one case the Cali-

fornia courts have taken the most ad-

vanced grounds in favor of the supremacy

of the treaties, in one instance holding

that the treaty right of aliens to possess

real estate could not be destroyed by a

"The California committee which came here to confer with the President on the

Japanese question has not conceded any of its rights. State sovereignty was abso-

lutely insisted upon," declared Mayor Schmitz of San Francisco today. Yet, he said, a complete agreement had been

only thing remaining to be done being the

incorporation by Congress of the exclusion

amendment in the immigration bill. This,

it is expected, will be done by the Senate

today. As matters stand now, he said, all parties will be satisfied.

Displeasure in Japan.

TOKIO, February 16.-The projected

amendment to the American immigration

law, involving a restriction on Japanese

labor immigration to the United States

from the Hawaiian Island, is naturally

received here with great displeasure, but the well-informed fail, under existing cir-

cumstances, to find ground for complaint at this action of the American government.

The council of elder statesmen and cabinet

ministers today showed no concern what-

Test Cases May Be Dropped.

SAN FRANCISCO, February 16 .- The

test cases filed by the government to de-

termine whether the city of San Francisco

may legally segregate Japanese children

from white children in the public schools

probably will be dismissed when it is called

in the state supreme court next Monday.

The following telegram from Attorney General Bonaparte was received last night by

the United States district attorney's office "In view of the probability of an amicable

settlement of the question it would be bet-ter to postpone the hearing fixed for the

WATERWAYS BILL REPORTED.

Senate Committee Makes an Increase

of \$8,519,334.

The river and harbor appropriation bill

was reported to the Senate today by Chair-

man Frye of the committee on commerce

It carries \$92,720,472, an increase of \$8,519,

334 over the amount appropriated by the

House. Of this amount the appropriation

ever over the diplomatic situation.

said, a complete agreement had reached on all points of difference,

state law.

The Japanese government replied with an

quarter.

paired. The captain also escaped the flying wreckage entirely uninjured.

Only One Passenger.

J. Roys, the only passenger, a retired naval officer and graduate of Annapolis, was standing with Supercargo Peterson, who had charge of the fruit on the after part of the deck pit. When the explosion came the two men were thrown violently on their backs, and as they lay there the body of Chief Officer Knickman flew through the air and landed near them. They picked him up unconscious and carried him into the cabin, where they found that he had sustained only slight lacerations and abrasions of the scalp.

Immediately after the explosion Capt. Kruger called the crew to quarters, and a systematic effort was made to ascertain the extent of the injuries. The sight the captain saw was a dismal one. The smokestack of the vessel, which was just forward of the donkey engine, had been blown off at its very base and had fallen aft into the pile of wreckage which the donkey engine had made of itself.

All over the deck were scattered large chunks of boiler plate, great pieces of bulkhead and parts of the wooden structure of the purser's cabin, and half covered by them, strewn around the deck, were the bodies of seven men. Three of the bodies were so disfigured by the explosion that the rescuers could not identify them.

When the wreckage was cleared away finally it was discovered that four of the victims were already dead, and three so badly scalded by the steam, which escaped from the broken boiler, that they died a few moments later.

The Valdivia carried no ship's surgeon and the burden of nursing the injured fell upon Purser Telser and Steward Peterson. They did what they could to relieve the scalded men, and patched up the wounds of those who had been injured by flying wood and pieces of the wrecked engine The saloon was turned into a temporary hospital, and the injured were taken there to be treated, while the dead were laid out on the aft part of the deck. Repairing the Damage.

Luckily, the weather was better than usual off Cape Hatteras, and the ship had only to contend with a heavy fog and slightly choppy sea while it wallowed helpless waiting for repairs to be made. As soon as he had seen that everything possible was being done for the injured, the captain went to work to repair the injuries

The smokestack was down, and the en gine consequently did not get any draught but the iron deck and bulkheads aft had kept the main engines of the boat from great injury.

Capt. Kruger immediately called those of his crew of thirty-nine who were not busy caring for the injured to aid him in repairs circle over the base of the broken smokestack. The smokestack itself was held up by a rope suspended from the hoisting derget draught enough to push the ship ahead at the rate of eight or nine knots an hour, and she was able to proceed slowly through the fog and heavy seas.

At first Capt. Kruger intended to make for the cape in order to get medical help for Karl Gruner, the badly scalded fireman He headed that way, but was met by an increasing fog, and as Gruner's condition grew better he decided not to dock until he reached New York. On Wednesday night he bodies of the seven killed were sewed up in tarpaulins, weighted with lead and buried at sea, after a short service read by Capt

PROBING LARCHMONT WRECK.

Inspectors to Take Testimony of Captain and Crew. PROVIDENCE, R. I., February 16 .-

Only nine bodies of the seventy-five recovered from the steamer Larchmont, sunk in Block Island sound last Monday night after a collision with the schooner Harry Knowlton, remained to be Mentified when the morgue opened today.

Three of the dead were identified just be fore the morgue closed at midnight las night. They were John A. Hicks, fireman on the boat; A. A. Holier, home unknown and Daniel McIntyre of Boston. Should any more bodies remain unidentified after today the city authorities will bury then at the municipal expense.

United States steamboat inspectors wil come from New London to take the statements of Capt. McVey of the Larchmont and the few surviving members of his crew, and an investigation probably will be made into the charges of cowardice brought against Captain McVey and some of his men. The crew of the Knowlton have already made their depositions to the United States authorities at New London n which they claimed that the fault of the collision lay with the steamer.

WALKER STILL MISSING. Alleged Bank Defaulter Has Not Been Caught.

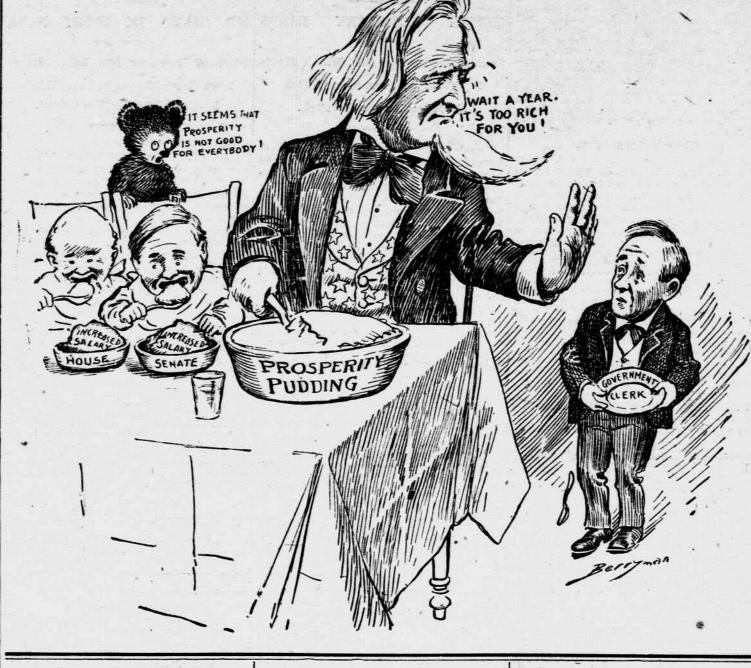
NEW BRITAIN, Conn., February 16 .- The directors of the Savings Bank of New Britain have re-examined the securities in the bank vaults and have found \$6,000 worth which had been reported missing, reducing the total shortage to \$559,000. The loss of securities to the Connecticut Baptist convention is definitely fixed at \$50,000.

The supposed clue to Walker's movement which came in a message to President Philip Corbin on Thursday evening is believed to be the information that a man answering to a general description of Walker is a passenger on a steamer bound for Mexico. The directors are confident that the missing treasurer will be found within a

An unsigned postal card postmarked Clinton, Conn., and stating that Walker could be found at 113 North street, Brewsters, N. Y., has been received by President Corbin. who turned it over to the bank's attorney, Judge Cooper.

New Move in Karl Hau's Case.

KARLSRUHE, Germany, February 16 .-Counsel for Professor Karl Hau of Washington, D. C., charged with the murder of his mother-in-law, has protested against the decision of the court to place him under the observation of Prof. Hoche, at the University Clinic, Freiburg, with the object of determining the prisoner's sanity. In the meanwhile Hau will remain here, but the inquiry into his mental condition



Resurface Any Unable Asphalt Streets.

to the boat. Tarpaulins were placed in a PATCHING UP WORN PLACES

rick above. In this manner the engine could In View of District Bill No Work Can Be Done Until July.

PROVISIONS OF THE MEASURE

Senator Hale of Maine Said to Be

Responsible - What an Inspector Says.

According to the District appropriation bill as it now stands, having passed both the Senate and the House, the District highway department will be unable to do any resurfacing of asphalt streets or even patch up worn places on the thoroughfares from the 1st of next December until the 1st of July, 1908. This means, according to Capt. Jay J. Morrow, assistant engineer commissioner in charge of the highways, that his street repair force will remain idle during those months and that many streets in need of repair and resurfacing will have to remain so until July 1. It will also mean that not more than half of the \$300,000 appropriated in the bill for resurfacing and repair work will be expended. This stipulation of time for the street work is provided for by a little item that was added in the appropriation bill as it was passing through the Senate last week. Senator Hale of Maine is said to be responsible for it, and, according to the officials of the District engineer and highway departments, it is an unnecessary pro-

Useless Legislation.

When speaking about this requirement today, Capt. Morrow said that it is the most useless piece of legislation he has seen since his connection with the District government.

"It would be a physical impossibility for us to do the street work according to the provision of that item. Our fiscal year begins July 1, and on that date we will start using the \$300,000 which has been appropriated. We will put as many men to work as possible, and will do the resurfacing and patching of worn places on the streets with as much rapidity as we can have the asphalt and cement furnished us. By the terms of the bill, we must be through this work by December 1, which is only five months, and then we are to lay down our tools and sit around idle until the following July. We will not have been half completed by December 1.

Officials of the highway department when asked what was responsible for this legis-lation and what prompted the senator from Maine to inject it into the District approsioners a chance to report on it, said the senator must have been inconvenienced while riding about the city by a torn-up street which was undergoing surface re-pairs. He added that by the terms of Senator Hale's item there will be no tearing up of highways in the future while Congress is in session and when the of Congress are compelled to ride about the

What an Inspector Says.

One official, who is personally in charge of street "gangs," said today that "when Congress convened this year not more than six streets were torn up and all of them were only torn up for a short distance, and remained so for a short time. One of these streets, where repairing was being done to the surface, was H street northwest between 15th and 16th streets, and on H streeo beween 17th and 18th streets, and it must have been while driving either to the Capital or to the White House that Mr. Hale noticed the conditions, and because he received a bump or two he seeks relief by in-serting this ridiculous provision in the ap-propriation bill."

but the inquiry into his mental condition will be continued.

Corbett's Brother Dead.

SAN FRANCISCO, February 16.—Harry Corbett, a sporting man, and brother of James J. Corbett, formerly champion heavyweight pugilist, was found dead this morning.

propriation bill."

However, the Commissioners and the officials of the highway department are counting upon this item of Mr. Hale's being discussed at the final conference. It is their only hope, they say.

"If the provision is not cut out," Capt. Morrow said, "we will not be able to properly do our work, and the real citizens of Washington, those who reside here all the year around, and not just during the sec-

will be caused to suffer, and will be the losers, because of a lack of properly sur-faced and repaired highways. It will be no fault of our department, although blame and abuse will be heaped upon us. but i will be because it is a physical impossibil-ity for us to complete all the surface work in the time specified by the bill.

SENATOR ALDRICH RETURNS. Expects to Call Up His Financial Bill Early Next Week.

The unexpected return of Senator Aldrich to the city today caused some speculation at the Capitol as to possible complication at the Capitol as to possible complica-tions over the legislative program. Sena-tor Aldrich went away Thursday evening and it was thought he would remain until Monday, but he appeared in the Senate today. It was said, however, that his return was not significant and that he had made

only a quick business trip. Senator Aldrich expects to call up his financial bill early next week and there is thought to be every prospect of its speedy passage. Senator Nelson of Minnesota intends to offer an amendment to the bill providing that banks shall pay interest on government deposits. This proposition has been considered in the Senate heretofore and has been rejected on the ground that the courts have held that when banks pay interest on government deposits, the government then becomes an ordinary creditor, whereas if the banks receive deposits without paying interest, the money constitutes a trust fund and the government is a preferred creditor. It is thought that the sentiment in the Senate will be unfavorable to the Nelson amendment and that the bill will go

through practically in its present state. DIVERTING LAKE WATERS.

Secretary of War Has Authority to Issue Permit.

Secretary Taft has received an opinion from the judge advocate general of the army to the effect that he has legal authority to issue a permit for the diversion of water from Lake Michigan into the Calumet river at Chicago. Therefore the Secretary has called upon the chief of engineers to pass upon the publication of the sanitary board of Chicago, as required by law, when the Secretary will himself in turn consider the application.

Bills Passed by the House.

Bills were passed by the House today to extend the time for the completion of the Valdez, Marshall Pass and Northern railroad in Alaska, and authorizing the sale and distribution of the surplus for unallot-ted land in the Rosebud Indian reservation in South Dakota and the opening of the same to homestead settlement.



Secretary of the Treasury Shaw.

THE DISPUTE SETTLED

Japanese to Be Admitted to San Francisco Schools.

WHITE HOUSE CONFERENCE

Visitors.

MAYOR SCHMITZ'S STATEMENT

Satisfactory Understanding Upon the Assumption of the Passage of the Immigration Bill.

The San Francisco school controversy, growing out of the segregation of the Japanese school children in that city, has been settled. The basis of the agreement reached at the White House conference yesterday afternoon is that Mayor Schmitz and the members of the school board will, immediately after the passage of the immigration bill as reported by the conferees in Congress, abolish the oriental schools and again admit Japanese children into the white schools. The abolishment of the oriental schools applies, of course, only to the use of them by the Japanese. Their maintenance for the Chinese will be continued. The President and Secretary Root gave the San Franciscans assurance that if the bill was not passed at this session of Congress an extra session would be called immediately after the adjournment on March 4. some time after the conference broke up Secretary Root was engaged in a dis-cussion of the matter with the President, and announced to the press representatives at the White House that the meeting was the last that would be seld. He would not state whether a complete agreement had been reached, but he did say "that every-body seemed serene." He added that the President and the California delegates naturally would await action by Congress on the immigration bill with regard to restrict-ing Asiatic coolie labor coming into this

Statement by Mayor Schmitz. Mayor Schmitz gave out the following

signed statement last night: "We have come to a satisfactory understanding upon the assumption that Congress will pass the amendmentato the immigration bill introduced February 13. Until the amendment is enacted into a law we shall make no statement as to what the understanding is."

Mayor Schmitz received the answer of

the Japanese government to his proposi-tion for a separate school from Secretary Root yesterday. After conferring with the members of the school board he again the members of the school board he again called at the State Department and informed Secretary Root that the school board had finally reached an agreement to rescind its order establishing oriental schools, but no action would be taken in this direction until the immigration bill, including the exclusion amendment, had been passed by Congress and signed by the President. They submitted this agreement to Secretary Root in writing. The Californians called at the White House at 4 o'clock, and after a thirty-five-minute conference with the President and Secretary Root announced that an amica-Secretary Root announced that an amica-ble agreement had been reached, and Mayor Schmitz promised to give out a formal statement later in the evening. Secretary Root, who remained with the President for some time after the San Franciscans left the White House, was rather non-committal in his observations of the result of the conference. He did of the result of the conference. He did admit, however, that "everybody looked serene," but would not say whether a com-plete agreement had been reached. He added that naturally the President and the California delegates would await the action by Congress on the immigration bill with regard to restricting Asiatic coolie labor coming into this country. No official statement was issued at the White

Agreement in the Senate.

An agreement was reached in the Sen ate late yesterday afternoon to vote on ate late yesterday afternoon to vote on the conference report of the immigration bill today, and last night the republican senators who were in charge of the measure declared that the bill would undoubtedly be passed. No serious opposition when the measure reaches the House of Representatives was anticipated.

The Japanese ambassador, Viscount Aoki, last night refused to make any comment on the situation pending further communication with his government.

Weather.

Fair tonight and tomorrow; colder by tomorrow afternoon or night.

THE ANTI-SMOKE LAW

House Bill Passed by the Senate Today.

RAILROADS OBEY

complished. The people of the coast states, however, will not consider this a final set-Have Plenty of Time Within Which to Make Preparations. plemented by appropriate legislation that will exclude the coolie labor from the United States in the same manner that the

CREDIT TO MR. MACFARLAND

For Manner in Which He Presented Side of the District in the Controversy.

The Senate today passed without amendment the House bill providing that the railroads coming into the District of Columbia shall comply with the smoke law after passing the District line. This bill was reported to the Senate yesterday from the committee on the District of Columbia and was promptly called up today by Senator Gallinger and passed without debate. The purposes of the bill are thoroughly under-stood by senators, and it received a unanimous report from the committee which thoroughly investigated the matter in order to determine whether or not it would be reasonable to require the railroads to comply with this law.

comply with this law.

Nearly every senator is familiar with the conditions relating to the smoke nuisance so far as it applies to the railroad, as a large number of the committee rooms of the Capitol looking toward the north and the west give in plain view every day a scene in which black smoke issuing from locomotives is the dominant feature. The failure of the railroads to do anything The failure of the railroads to do anything to lessen the smoke nuisance has long been a subject for private comment among senators.

Now that the new union station is nearing

Now that the new union station is nearing completion, being so near to the great marble buildings that surround the plaza of the Capitol, the subject of this smoke nuisance is regarded as of double interest. In addition to their own observation, senators have had before them during the last several days reports of the hearings before the committee on the District of Columbia, during which hearings representatives of But as a matter of fact, it may be now stated on authority that some action in that line was actually suggested by the Japanese themselves. That was at the beginning of the present negotiations, when Secretary Root, complaining to the Japanese ambassador against the influx of Japanese coolies from Hawaii, asked whether Japan could not do something to stop the flow during which hearings representatives of all the railroads coming into the District expressed their views on the subject of this smoke law. They were given the fullest opportunity to state the objections they had to it, and in connection with their statements the views of Commissioner Macfarland on the same subject are given. At all of these hearings Commissioner Macfarland was present, and usually at the close of the day he made a brief statement embodying day he made a brief statement embodying his reply to the arguments that had been set forth. These statements were always forcibly made, and Mr. Macfarlan1 is acorded a great deal of credit for the manne make sure that he would go to or stop at the port mentioned in the passport. It was therefore for the United States to pre-vent the emigrant from abusing his pass-port and entering the United States. in which he presented the side of the Dis-trict in the controversy it has had with the railroads over the smoke law.

Boads Expected to Comply. The sentiment is generally expressed among senators that the railroads will promptly, and in good faith, proceed to comply with this smoke law, as all business establishments in the District are obliged to do. They say that compliance with the law has entailed additional ex-

pense on business houses, and if compliance on the part of the railroads also entails additional expense, it should be met readily. Many of them expressed the hope that the railroads will not undertake to carry on a running fight in the courts against the enforcement of this smoke law, putting forth claims about the impossibility of complying with it because of any alleged peculiar conditions that apply to locomo-

During the hearings before the District committee recently it was developed that the representatives of the great rail-roads coming into the District have looked into the matter of eliminating the smoke nuisance very thoroughly. They showed that no phase of the question was unfamiliar to them, and it is hoped by senators that this familiarity with conditions will prove of value in having the representatives of the railroads promptly adopt a plan by which the law may be com-plied with, without entailing expense on the District for years to come through numerous prosecutions. If electrification is the only method that will prove effective, and the testimony of several representatives of rairoads was to that effect, senators who take especial interest in this matter hope that the roads will promptly equip themselves accordingly. If they fail to do so and if their experiments with hard coal and coke prove ineffective, it is declared that Congress will at future time enforce electrification.

come back to Congress and claim that they are forced to adopt electrification after their roadbed has been completed, because they have the opportunity to do so now while the work of construction is going on. In the view of senators the railroads will not be justified in depending upon vague experiment which, it was said during the hearings before the District committee, are now in progress in order to deare now in progress in order to de-velop some sort of fuel that will not give forth dense smoke or cinders. Dependence on such experiments, it is declared, would be almost equivalent to depending upon perfecting a flying machine to transport passengers in the future instead of providing ordinary trackage and rolling stock They expect the railroads to proceed to carry out this law in good faith, and friends of the railroads fear that if the role of thwarting the enforcement of legislation is assumed by the railroads in this matter, it will result in a development of hostility toward railroad corporations in the future.

The railroads, it is said, cannot in good part

Goes Into Effect January 1, 1908. The bill, which has now passed the Senate, has only to be enrolled, signed by the Vice President and by the Speaker of the House and then sent to the President for his signature. The anti-smoke clause will go into effect January 1, 1908, so that ten full months will be given to the railroads to make preparations to comply with the law. The Senate today also passed Senate bill 116 Senate today also passed Senate bill 8186, authorizing the Baltimore and Wash-ington Transit Company of Maryland to extend its lines of street railway within the District of Columbia along the following route: Beginning where 3d street northwest intersects the present line of the transit company, thence south on 5d street o Colorado avenue, southwesterly along colorado avenue to the intersection of 14th

street northwest.

The Senate also passed House bill 23576, to provide for the extension of New Hampshire avenue from its present terminus north of Buchanan street to the District line. The bill is amended to provide for a street extension of New Hampshire avenue, the deflection contemplated in the highway extension plan being eliminated. street northwest.

Motion to Reconsider. About an hour after the Senate passed House bill 9329, which contained a provision

the conference report of the immigration bill today, and last night the republican senators who were in charge of the measure declared that the bill would undoubtedly be passed. No serious opposition when the measure reaches the House of Representatives was anticipated.

The Japanese ambassador, Viscount Aoki, last night refused to make any comment on the situation pending further communication with his government.

Question of Credit.

The California delegation in Congress is

House. Of this amount the appropriation requiring the railroads to comply with the aggregate for projects authorized, \$52,638, 504. No appropriation was made to create a deep waterway from Chicago to St. Louis, but the provision made by the House for a board of engineers to examine the condition of the Mississippi river below St. Louis was retained, after adding to it an amendment specially setting forth the character of the examination to be made. The original project to make the Bay Ridge channel. New York, forty feet deep, was provided for by the Senate committee. smoke law of the District of Columbia, Senator Kean of New Jersey moved to reconsider the vote by which the bill was passed, and on that motion the bill has been hung up for the present. The bill will now remain on the calendar until a motion is offered to lay Senator Kean's motion on the table. This will probably be done in the near future, but the matter will not be reached again today, it is believed. In making this motion Senator Kean made no explanation as to his reacon for doing so